**Double line between Barabanki and Katihar Junctions**

†740. SHRIMATI KUM KUM RAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to lay a double line between Barabanki Junction and Katihar Junction;

(b) if so, by when the said work is likely to be completed; and

(c) if not, the reasons therefore?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Based on operational requirements following 3 sub sections between Barabanki and Katihar have been sanctioned for patch doublings:—

(i) Chhapra-Hazipur

(ii) Gorakhpur-Sahajanwa

(iii) Burhwal-Jarwal Road-Gonda

(b) and (c) The sectional capacity utilization from Barabanki to Katihar does not qualify for doubling of entire route at present. Double line in three sub-sections sanctioned is being progressed as per availability of resources. The doubling of Gonda-Maijapur has already been completed and that of Maijapur-Jarwal Road is proposed to be completed during 2001-02.

**Expenditure by the Railways**

741. DR. MANMOHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the year-wise estimates of capital expenditure by the Railways during the last five years;

(b) the capital expenditure specifically earmarked for safety related measures;

(c) the adequacy of expenditure referred to in parts (a) and (b) above; and

(d) the measures being taken to step up capital expenditure, taking into account the increasing requirements of the economy?

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†Original notice of the question was received in Hindi.

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THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b)The Railway's Plan expenditure is financed from three sources *viz.* Capital from General Exchequer, Railway's Internal Resources and Market Borrowings. The expenditure for safety is made under various plan-heads which include Signalling and Telecommunication works. Track Renewals, Bridge Works, Workshops including Production Units, Road Safety Works—Level Crossing, Road Safety Works—Road over/under bridges etc. and is largely funded from the internal resources of the Railways. The year-wise total Plan expenditure and expenditure on Safety related Plan heads in the last five years has been as under:

(Rs. in core)

| Year | Total Expenditure (Gross) excluding Inventories | Expenditure on Safety related Plan heads (Gross) |
|---|---|---|
| 1996-1997 | 8946.89 | 2007.66 |
| 1997-1998 | 9041.31 | 2245.78 |
| 1998-1999 | 9458.94 | 2313.04 |
| 1999-2000 | 9227.22 | 2656.12 |
| 2000-2001 (Aprox.) | 9749.29 | 2889.64 |

(c) and (d) The safety preparedness of Railways has suffered due to inadequate investment resulting in accumulation of arrears in asset renewals. Though the investment for safety works has been increasing over the previous years, much more is needed. Due to the ongoing resource-crunch, Railways have not been able to invest adequately in strengthening its infrastructure. The Railway Safety Review Committee in its interim report had recommended that the Central Government provide a one time grant of Rs. 15,000 crore to the Railways for rehabilitation of their over-aged assets. This issue, as well as related aspects, such as sources from which the fund is to be generated, the amount to be provided in the current year, etc. are receiving the attention of the Government.